

# CAUTION!

Spring /Summer 2006

Illinois Department of Transportation Traffic Safety Magazine



**IN THIS ISSUE**

**IDOT Receives Awards • Evaluation Unit**



Anniversaries are a time to celebrate and recognize achievements. In this issue we are highlighting the 30th anniversary of our Division of Traffic Safety's (DTS) Cycle Rider Safety Training Program (CRSTP) and the 50th anniversary of the federal law that brought our country its Interstate Highway System.

During 1976, the first year of the CRSTP program, 200 students were trained. For 2006 we are projecting there will be 14,724 students. During the period of 1976 through 2005 the number of students trained reached 222,963. This DTS program has grown significantly and plays a key part in our efforts to reduce the severity and frequency of motorcycle crashes. In this issue we will be providing you information on cycle rider safety along with some history on our program. For additional information on courses and enrollment visit our website:

<http://www.dot.state.il.us/cycle.html>.

President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956 on June 29, 1956, which brought our country its Interstate Highway System. Included in this issue, you will find a story informing our readers about our state and national celebrations. The Illinois Department of Transportation has developed a website, [www.IL50.com](http://www.IL50.com), where current and historical information can be found including: Illinois' Historic Lincoln Highway, Interstate Stories, Eisenhower and the 1919 Army Convoy, information about Illinois' celebration and much more. Our commemoration of this historic anniversary focuses on three of the positive impacts of the Interstate Highway System on the lives of Illinois residents. The "Celebration Themes" are:

#### **FREEDOM**

The enhanced freedom of movement.

#### **SAFETY**

The important improvements in highway safety.

#### **PROGRESS**

The increased opportunities for a higher quality of life made possible by progress and economic growth.

The American Association of State Highway & Transportation Officials has a 50th Anniversary website, <http://interstate50th.org>, with historical information and images as well as events commemorating this national celebration.

I would also encourage you to read Patrick Hasson's article reviewing the progress we have made in highway safety related issues over the past 50 years. We thank him and the Federal Highway Administration for their contribution to our magazine.

Remember to always drive with safety in mind . . . enjoy spring.



Timothy W. Martin  
Secretary

# CAUTION!

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This morning I witnessed our first robin of the year scouting our front yard. This is always a welcome site because spring and warmer weather usually aren't too far behind. With the change in weather, neighbors leave the confines of their homes seeking sun and the freedom of the outdoors. It won't be long before our roadways are filled with motorcyclists, bicyclists and pedestrians.

In 2005, the lives of 1,355 people ended on Illinois roadways. Although the past 2 years have been the safest in sixty years, far too many people are being killed on our roadways. Motorcyclists, bicyclists or pedestrians account for one-fourth of the figure, which is an unbelievable statement. All of us must remember to share the roadways with motorcycle and bicycle riders, as well as pedestrians. Each of us has the responsibility to respect the rights of others who travel our roadways.

As well, remember to always wear your safety belt! It only takes a few seconds and this one small action could determine your life or death. We know that wearing a safety belt is your best defense in a crash. Last year the Division of Traffic Safety's (DTS) research found that 86% of us wear our safety belts. There isn't a reason why that number couldn't be higher. Our DTS staff is working with law enforcement agencies statewide to bring that number up. In 2005, law enforcement agencies combined to achieve 4,600 safety belt enforcement zones and for 2006 our goal is 6,000. Don't be caught without wearing your safety belt, it could get you a ticket and even more important it could get you killed.

In February, while attending a Mother's Against Drunk Driver's and National Highway Transportation Safety Association (MADD/NHTSA) conference in New York City, I had the pleasure of meeting traffic safety advocates from around the country. We visited the New York City Police Department (NYCPD) and learned how they were attacking the problems of drunk driving. I will never forget a quote from Michael Scagnelli, NYCPD Chief of Transportation, "Every drunk driver has the potential to be a murderer." This is such a profound statement, but more importantly a true statement. Last year 603 people died in impaired driving crashes in our state, we must bring that number down. The Illinois Department of Transportation will be working with law enforcement partners to increase the number of roadside safety checks. Don't get caught driving drunk, you'll land in jail. Be smart, use a designated driver.

**BE CAREFUL AND ENJOY THE WARM WEATHER.**

  
Michael R. Stout  
Director





### HOLIDAY SEASON 2005

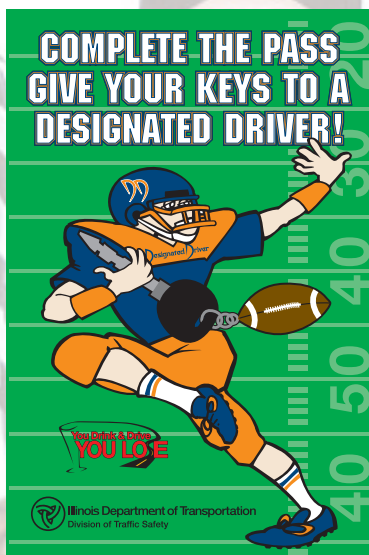
The Illinois Department of Transportation's, Division of Traffic Safety (DTS) made a concerted effort statewide to get out the impaired driving message of You Drink & Drive. You Lose during the holiday season. In partnership with DTS, the Illinois State Police and local law enforcement agencies held 3 press conferences in the Illinois to encourage motorists to designate a sober driver this holiday season. In addition, DTS participated in the City of Springfield's Christmas Parade with the theme "The Best Gift is Life...Don't Drink & Drive" and was awarded the "Judges Choice Award". With the help of Division of Highways and Chicago Tollways, the You Drink & Drive. You Lose message was also out on every available permanent and temporary message board in the state. These and other events proved to be successful. There were seven fatalities in the 2005 holiday season, compared to the eleven fatalities during the 2004 holiday season.

By Deni Wilson, Assistant to the Director

### ST. PATRICK'S DAY 2006

Driving impaired or riding with an impaired driver is not worth it. Before the festivities begin designate a drive. The Illinois Department of Transportation's, Division of Traffic Safety (DTS) joined with local and state law enforcement statewide to remind all motorists who celebrated St. Patrick's Day to designate a sober driver. Law enforcement agencies conducted road-side safety checks and DTS held 2 press events to discourage impaired driving. DTS participated in the City of Springfield's St. Patrick's Day Parade with the theme Don't rely on the Luck O' the Irish, Designate a Driver. DTS also partnered with the Rockford Ice Hogs hockey team on March 17th promoting the message Fans Don't let Fans Drive Drunk.

By Melissa Schaive, Assistant to the Deputy Director



### SUPER SAFETY BOWL

Every year, football fans across the country enjoy another exciting NFL season that comes down to the most anticipated football game of the year, the Super Bowl. Family and friends gather together in front of big screens everywhere to watch and celebrate this day of sports history. Traditionally, this involves food and alcoholic beverages and unfortunately for some, this day ends tragically with an alcohol-related crash or death. This year, in an effort to save lives, the Illinois Department of Transportation, Division of Traffic Safety partnered with radio stations across Illinois for a "Super Safety Bowl" with the message You Drink & Drive. You Lose The contest consisted of the participating radio stations asking traffic safety-related questions on the air during the week of the Super Bowl and when listeners called in with the correct answers, they received an official size football printed with the message You Drink & Drive. You Lose, reminding people to "Complete the Pass" and give their keys to a designated driver. The distribution of educational materials including posters and flyers also reminded football fans to drink responsibly and drive safely.

By Lidsay Faulkner, Assistant to the Director



# Celebrating 30 Years!

In recognition of the 30th Anniversary of the Illinois Department of Transportation's (IDOT) motorcycle safety program, IDOT, and motorcycle riders throughout Illinois are joining together to urge motorists to "Share the Road" with cyclists. Governor Rod Blagojevich proclaimed May as Motorcycle Awareness Month. Motorists are urged to include cycles in their search pattern since they are smaller than cars and trucks and are more difficult to see.

IDOT initiated the Cycle Rider Safety Training Program (CRSTP) in 1976. During the first year of this program, 200 students were trained. Since that time, 222,963 students have participated in the program. IDOT offers beginner and experienced motorcycle safety courses in an effort to reduce the frequency and severity of motorcycle crashes.

"Our Cycle Rider Safety Training Program has been providing the basic safety instruction for 30 years. In 1984, a training course for experienced motorcycle operators was added. We have seen the demand for these safety classes grow as we have seen the popularity of riding increase" said IDOT Secretary Timothy W. Martin.

Research shows over 90% of the motorcycle riders involved in crashes were self-taught or learned from family or friends. Since a motorcycle rider is physically vulnerable, the rider and passenger are more likely to be injured than an automobile driver and passenger. A motorcycle rider's judgment is critical. In single vehicle crashes, rider error is the most common cause. Crashes with other vehicles also occur because of errors in judgment. Research shows that three fourths of crashes involve another vehicle. Many crashes could have been avoided if the motorcycle rider had known when and how to swerve or brake. Injuries can also be reduced by

wearing proper protective gear. This includes sturdy footwear, straight-leg pants made of heavy material, long sleeved shirt or jacket, a DOT approved helmet, eye protection, and full fingered gloves.

The CRSTP program is one of only two in the nation. The program is free for Illinois residents. Initially, federal highway safety monies funded this effort; however, the program is now paid for by Illinois motorcyclists through a portion of their license endorsement and registration fees. Training classes are held at Illinois State University in Normal, Northern Illinois University in DeKalb, Southern Illinois University in Carbondale, and the University of Illinois in Champaign. Since 1984, any person under the age of 18 must successfully complete the IDOT approved CRSTP and the Secretary of State's motorcycle driver examination before they can legal operate a motorcycle with an engine size of 150 cubic centimeters or larger.

The Windshield Washing Project began in 1987. The late Mr. Packey Rush, an IDOT employee, started the project. During the weekends in May, motorcycle organizations throughout Illinois wash motorist's windshields at various rest areas. Since the program began, it is estimated that 31,000 motorists have had their windshields washed and they have received "Share the Road" information to remind them that the number of motorcycles on the road will increase during the summer months.

For additional information on motorcycle safety and training, visit: [www.dot.il.gov/safety.html](http://www.dot.il.gov/safety.html). ⚠️

By Joe Lindsay and John Brandon, *Cycle Rider Safety Coordinators*



# Cruisin' Without Bruisin'

## MOTORCYCLE SAFETY PROGRAM

Through education, enforcement, outreach, and legislation, NHTSA's motorcycle safety initiatives focus on comprehensive programs that prevent crashes, prevent injury when a crash occurs, and reduce the seriousness of injury after a crash. NHTSA's initiatives foster promoting motorcycle rider education and licensing; reducing the number of impaired motorcyclists; increasing motorist awareness of motorcycles; and increasing helmet use.

You already know how much fun riding a motorcycle can be. There's nothing quite like the exhilaration of cruising the open road and the challenge of controlling a spirited motorcycle. But motorcycling also can be dangerous. The latest vehicle mile travel data show motorcyclists are about 27 times as likely as passenger car occupants to die in a motor vehicle traffic crash and 6 times as likely to be injured. Safe motorcycling takes balance, coordination, and good judgment. Here are some ways to ensure that you'll be around to enjoy riding your motorcycle for many years to come.

## BEFORE YOU TAKE THE ROAD

### Make sure you are properly licensed

Driving a car and riding a motorcycle require different skills and knowledge. Although motorcycle-licensing regulations vary, all states require a motorcycle license endorsement to supplement your automobile driver's license. To receive the proper endorsement in most states, you'll need to pass written and on-cycle skills tests administered by your state's licensing agency.

Some states require you to take a state-sponsored rider education course. Others waive the on-cycle skills test if you've already taken and passed a state-approved course. Either way, completing a motorcycle rider education course is a good way to ensure you have the correct instruction and experience it takes to ride a motorcycle. For the motorcycle rider-training course nearest you, call the Motorcycle Safety Foundation at (800) 446-9227.

### Practice operating your motorcycle

Given the fact that motorcycles vary in handling and responsiveness, be sure to take the time to get accustomed to the feel of a new or unfamiliar motorcycle by riding it in a controlled area. Once you feel comfortable with your bike, you can take it into traffic. Make sure you know how to handle your motorcycle in a variety of conditions (e.g., inclement weather or encountering hazards such as slick roads, potholes, and road debris). If you plan to carry cargo or a passenger, be prepared to make adjustments to the tires, suspension, and placement of the load.

### Be sure your motorcycle is safe

Before every ride, you should check the tire pressure and tread depth, hand and foot brakes, headlights and signal indicators, and fluid levels. You should also check under the motorcycle for signs of oil or gas leaks. If you're carrying cargo, you should secure and balance the load on the cycle; and adjust the suspension and tire pressure to accommodate the extra weight.

If you're carrying a passenger, he or she should mount the motorcycle only after the engine has started; should sit as far forward as possible, directly behind you; and should keep both feet on the foot rests at all times, even when the motorcycle is stopped. Remind your passenger to keep his or her legs and feet away from the muffler. Tell your passenger to hold on firmly to your waist, hips, or belt; keep movement to a minimum; and lean at the same time and in the same direction as you do. Do not let your passenger dismount the motorcycle until you say it is safe.

## WHEN YOU'RE ON THE ROAD...

### Wear the proper protection

If you're ever in a serious motorcycle crash, the best hope you have for protecting your brain is a motorcycle helmet. Always wear a helmet meeting the U.S. Department of Transportation (DOT) Federal Motor Vehicle Safety Standard (FMVSS) 218. Look for the DOT symbol on the outside back of the hel-



met. That is the manufacturer's way of certifying the helmet meets the DOT standard. A certified helmet also will have a permanent inside label identifying the manufacturer and providing information about the care and use of the helmet. Helmets meeting FMVSS 218 weigh around three pounds; have a thick polystyrene-foam lining; and sturdy chinstraps. ANSI or Snell labels are voluntary indicators of helmet quality. Don't leave your helmet behind on short trips because it could be a deadly mistake. Some motorcycle helmets, in addition to offering protection to your head in a crash, include plastic face shields that offer protection from wind, rain, insects, dust, and stones thrown up from cars. If your helmet doesn't have a face shield, be sure you wear goggles because eyeglasses won't keep your eyes from watering, and can easily fall off.

Arms and legs should be completely covered when riding a motorcycle, ideally by wearing leather or heavy denim. In addition to providing protection in a crash, protective gear also helps prevent dehydration. Boots or shoes should be high enough to cover your ankles, while gloves allow for a better grip and help protect your hands in the event of a crash. Wearing brightly colored clothing with reflective material will make you more visible to other vehicle drivers.

### Ride responsibly

Experienced riders know local traffic laws - and they don't take risks. Obey traffic lights, signs, speed limits, and lane markings; ride with the flow of traffic and leave plenty of room between your bike and other vehicles; and always check behind you and signal before you change lanes. Remember to ride defensively. The majority of multi-vehicle motorcycle crashes generally are caused when other drivers simply didn't see the motorcyclist. Proceed cautiously at intersections and yield to pedestrians and other vehicles as appropriate. You can increase your visibility by applying reflective materials to your motorcycle and by keeping your motorcycle's headlights on at all times, even using high beams during the day.

### Be alcohol and drug free

Alcohol and drugs, including some prescribed medications, negatively affect your judgment, coordination, balance, throttle control, and ability to shift gears. These substances also impair your alertness and reduce your reaction time. Even when you're fully alert, it's impossible to predict what other vehicles or pedestrians are going to do. Therefore, make sure you are alcohol and drug free when you get on your motorcycle. Otherwise, you'll be heading for trouble.

## CHECK YOUR CYCLE SAVVY

### TRUE OR FALSE

1. Riding a motorcycle is the same as driving a car.
2. Driving a car is much more tiring than riding a motorcycle.
3. A motorcycle helmet that meets the Federal safety standard is your best protection from head injury in the event of a crash.
4. Because motorcycles are smaller than automobiles, they are more difficult to see and their speed is more difficult to judge.
5. Most multi-vehicle motorcycle crashes are not caused by drivers of other vehicles.
6. All states require a motorcycle-only license or a motorcycle endorsement on your driver's license to operate a motorcycle on the highway.
7. An oversized helmet that does not crush your hair is just as effective as a snugly fitting helmet in preventing a head injury and lessening its severity.
8. In most cases, the actual temperature inside a helmet never rises more than 1 or 2 degrees above body temperature.
9. Head injury is a leading cause of death in motorcycle crashes.
10. Riding a motorcycle in a safe, responsible manner is an exhilarating experience.

*DOT HS 808 096 September 2004 (revised)*

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# 50th Anniversary of the Interstate System



The Interstate System as we know it is 50 years old! June 29, 2006 marks the 50th Anniversary of the signing of the Federal Highway Act of 1956 by President Dwight D. Eisenhower. This legislation was responsible for the beginning of the National System of Interstate and Defense Highways; the Eisenhower Interstate System today.

The American Association of State Highway and Transportation Officials (AASHTO), whose members are comprised of the nation's state transportation officials, voted to launch a significant national celebration to heighten awareness of the public's understanding of the past, present and future needs of this awesome transportation network in our nation.

With AASHTO leading the way, each state transportation department has been urged to participate in the national celebration while planning significant events in their own state that will include as many sectors of the public as possible.

Illinois has made significant contributions to the Interstate System. With over 2,000 miles of interstate highway paved throughout the Land of Lincoln, the State of Illinois is a key transportation center within the United States for trucking and other commercial traffic flow. The Illinois Interstate System fuels economic growth as the motoring public is able to access and travel interstate roadways for business and pleasure. In Illinois, the Interstate System allows Americans to connect to the Midwest's borders from Indiana to Iowa, Wisconsin to Kentucky, and Michigan to Missouri.

## NATIONAL CELEBRATION

By far, one of the most exciting events of the anniversary celebration will be Illinois' participation in the AASHTO led National Convoy, a return trip of Eisenhower's 1919 caravan that went from Washington, D.C. to California. Then, Lieutenant Colonel Eisenhower was an organizer and observer to see how the military convoy would make it across the country. It took 62 long days (58 miles per day) fighting heat, breakdowns, mud, bridgeless river-crossings, and rough roads. The

June 2006 convoy will take the reverse route and go from San Francisco to Washington, D. C. and include these states: California, Nevada, Utah, Wyoming, Nebraska, Iowa, Illinois, Indiana, Ohio, Pennsylvania, Maryland, Washington, DC, and Kansas. The 2006 convoy will travel approximately one mile in what took the 1919 convoy one day to travel. Illinois will join the caravan at the Iowa-Illinois border at Interstate 80. For



more information see the website that AASHTO has dedicated to the anniversary [www.interstate50th.org](http://www.interstate50th.org). The re-enactment of the military convoy is significant in the celebration because this event planted the seed that finally blossomed when federal legislation was signed on June 29, 1956 bringing Eisenhower's dream to reality—a United States Interstate System.

The National Convoy will travel Interstate 80 across the United States, which is the closest route to the actual 1919 Convoy that traveled across the states by way of the Lincoln Highway. On June 24, 2006, the convoy will enter Illinois. The Illinois State Police will coordinate a special escort through Illinois, but first the convoy will travel to Ottawa for a press event held at the AASHO Test Road Site. A final convoy press event will be held in Tinley Park at the Holiday Inn Convention Center on June 26th as the National Convoy leaves to continue its trip by way of Indiana.



Illinois is distinguished to be one of three National Test Road Sites. A fleet of approximately 100 vehicles were driven by Army personnel continuously 24 hours a day in eight-hour shifts. Close to 320 Army personnel were utilized at the peak of the project. The actual testing began in October of 1958 and continued through November of 1960. The purpose of these tests was to study pavement and bridge structures under moving loads of known weights and frequency. The tests were conducted by running loads of different weights and load distributions repeatedly on road sections constructed with varying types of designs, bases, sub bases and thicknesses. Test pavements were constructed in six loops along an 8-mile section of where Interstate 80 now exists between Utica and Ottawa, Illinois. Loop one, which was used to test the effects of weather on pavements is still visible from eastbound Interstate 80. This is where the convoy will stop and host a special press event on June 24th. The study from the tests resulted in surface formulas that were to be used for years to come in the construction of the Interstate System.

### LOCAL CELEBRATION

The Illinois Department of Transportation is joining in the celebration with a variety of events that will recognize the significance of one of the largest engineering and construction achievements in the history of our nation and attempt to include as many sectors of the public as possible. A special website has been launched so you can find information about Illinois' celebration - [www.IL50.com](http://www.IL50.com).

A major part of the IDOT led celebration was the unveiling of a commemorative work of art designed and built by the University of Illinois at Urbana-Champaign (UIUC). The UIUC College of Engineering and the College of Fine and Applied Arts collaborated to provide a key piece for the celebration. Their collaboration led to a campus-wide design competition for a museum quality display to commemorate the 50 years of Interstate Highway construction and celebrate the impact of the Interstate system on the People of Illinois. The winning concept called "Roadside Conversations: Ordinary People, Extraordinary Stories" was designed by a team from the College of Fine and Applied Arts.

Members of the team are Steve Kostell (*Instructor*), Richard Valentin (*Graduate Student*), and Rose Marshack (*Visiting Artist and Technology Integration Specialist*), all of whom are associated with the School of Art and Design within the College of Fine and Applied Arts. Their design, to be installed in an Airstream trailer shell by UIUC faculty and students, will feature an array of large flat panel TVs showing images and short interviews with ordinary people recounting their stories of highway travel in the United States. It will also house a recording studio if visitors want to contribute their own story.

The artwork will be housed in a 28' Airstream travel trailer. This exhibit will tour Illinois beginning in June of 2006. Targeted locations will be museums, conventions, etc. Locations will be listed on the website once dates are confirmed. ▲

By Dianne Williams, *Community Relations Manager, District 4*  
Steve Massey, *Community Relations Manager, District 3*





# 50 YEARS OF HIGHWAY SAFETY

This year we're celebrating the 50th anniversary of the federal law that brought our country its Interstate Highway System. To highlight the advancements of highway safety-related issues we contacted Mr. Patrick Hasson of the Federal Highway Administration. After researching the topic, we were provided the following review by decades.

## 1950s

**DIVIDED ROADWAYS** - Divided Roadways were one of the first and most important decisions associated with the creation of the Interstate and this had a profound impact on the safety of the Interstate System. Mainly, divided highways eliminated or mitigated head-on collisions. In the 1950s the Interstate was still either a 2-lane and/or undivided highway in locations.

**LIMITED ACCESS HIGHWAYS** - Limited Access Highways went hand in glove with divided highways. The two fundamental design strategies are the basic reason why the Interstate Highway System is the safest road system in the US with lower numbers of fatalities and injuries than any other US road system.

**ROADSIDE SAFETY** - Some simple steps for roadside safety are instituted. For example, guardrail mounting heights/ post spacing and block outs are implemented as is the use of shoulders as a breakdown lane. In the 1950s, you would still have many stretches of interstate without shoulders and rarely would you have shoulders on the bridges.

**STANDARDIZED SIGNING** - In the 1950s, you would still have various sign types, shapes, colors and placement depending on the state you were in. Standardized signing was a significant outcome of the creation of the interstate. To be able to safely and easily get from one end of the country to the other, consistent, standard signing of all sorts was important.

**MINIMUM VERTICAL CLEARANCE REQUIREMENT FOR BRIDGES** - In the 1950s, the traffic mix on the roads included a far lower percentage of trucks than today. Trucks were much smaller than today. Minimum vertical clearance requirement for bridges established (initially 14' but increased to 16' in 1960). This has a safety implication because minimum guaranteed clearances opened the way for standard truck design and resultant increased truck traffic over time.

## 1960s

**CLEAR ZONES** - The late 1960's most notable achievement has to be the clear zone. The clear zone is the area outside the traveled that is free of obstacles and available for wayward vehicles to either come to a safe stop or redirect back to the roadway. In the sixties, more effort is made to clear obstacles such as trees, rocks, light fixtures, bridge piers and abutments, and other hard/fixed objects out to a distance of at least 30 feet. In addition, flattening side slopes (6:1 or flatter) and smoothing ditches received more attention. In the 50s, you would have seen more trees and other fixed objects close to the roads.

**CONTINUED STANDARDIZED SIGNING** - Signing is continuing to improve with greater consistency and standardization along the interstates and the resultant "trickle down" effects to other roadway classifications. Guide Signs (green) and Motorist Service Signing (blue) in particular show tremendous improvement in size, placement and other characteristics.

**COMMUNICATION** - Roadside telephone and emergency communication practices for controlled access facilities developed.

**LIGHTING GUIDE ISSUED (1965)** - The importance of lighting to nighttime driving safety is beginning to be better understood. With a new engineering/policy guide, more lighting is being used on the interstates (particularly in high volume locations and at interchanges) leading to improved nighttime safety. Application of lighting is still highly inconsistent across the country.

**WRONG-WAY CONTROLS** - Wrong-way controls signs in particular are being applied to prevent vehicles from entering the interstates going in the wrong direction.

**YELLOW BOOK ISSUED** - The original version of the "Yellow Book" (i.e. Highway Safety and Operations Guide) was first issued in February 1967. This document formalized safety as a technical concern for the interstates and provided the best practical guidance available to improve safety.

## 1970s

**FORGIVING ROADSIDE CONCEPT** - The adoption of the forgiving roadside concept was a recognition that highways should be designed to accommodate all drivers, not just those that follow all the rules, or can anticipate absolutely every possible combination of weather, distractions, traffic conflicts, etc. Research from "General Motors Proving Grounds for Run off the Road" was a major contributor to this concept. The forgiving roadside concept built on the clear zone applications of the 60's and included such things as guardrail end-treatments, shoulders on bridges, crash cushions, bridge railings and connections, median barriers, and breakaways poles and sign posts. Crash Testing for roadside features was initiated and showed the catastrophic effects of vehicles hitting some of these common features.

**LIGHTING IMPLEMENTED** - Lighting is now much more consistently and uniformly installed around the country.

**SKID RESISTANCE** - New pavement designs allow for better drainage and higher friction and lead to fewer "loss of control" crashes.

**NATIONAL MAXIMUM SPEED LIMITS (ESTABLISHED)** - Recognition of speed as a contributor to crash severity leads to NMSL of 55 mph on all interstates.

**YELLOW PAVEMENT MARKING** - Use of yellow pavement marking for left edge line as a means to better assist the driver to better position themselves in the roadway and discourage wrong way movements.

**NO DRINK/DRIVE, BUCKLE UP MESSAGES** - Drunken driving receives national attention and new programs and campaigns emerge. The social acceptability of "one for the road" begins to weaken. Enforcement is increased and it is much more common to see roadside sobriety checkpoints on certain nights. Seat belt technology is improved and the evidence that seat belts can make a big difference in saving lives even in minor collisions leads to new efforts to encourage more people to "Buckle Up". IN the 70s you are likely to hear more about these issues on the news and be exposed to more radio and television ads. You are also going to see more billboards on roadsides to promote these programs.



**ILLINOIS SAFETY BELT LAW PASSED** - (Public Act 76-1586 effective July 1, 1970) -no person shall sell or operate a motor vehicle 1965 or later model unless the motor vehicle is equipped with 2 sets of safety belts.

**ILLINOIS DUI LAW PASSED** - (Public Act 76-1586 effective July 1, 1970) Driving under the influence laws passed.

**MOTORIST AID SYSTEMS** - Motorist aid systems become more widespread including Highway Advisory Radio. Decreasing response times for crashes or other incidents as well as removing disabled vehicles from the roadway

**2ND EDITION YELLOW BOOK ISSUED** - The Second edition of the Yellow Book is issued in 1974. Safety Improvements from the yellow book are being implemented more uniformly now. Also, the Yellow book originally exposed some less than perfect design practices of the past that are now being address routinely in modern projects.

## 1980s

**ILLINOIS CHILD SAFETY SEATS** - Public Act 83-8 effective July 1, 1983 - Illinois Child Safety Seats laws passed.

**SHOULDER RUMBLE STRIPS** - Shoulder Rumble Strips become a priority for their safety benefits. FHWA approved as countermeasure in 1986. Widespread use of milled shoulder rumble strips occurred from 1998 - 2003.

**INTERSTATE DESIGNS** - Longer acceleration and deceleration ramps, full cloverleafs out, partial cloverleafs and direct connections in. Single point interchanges also developed. Interchange locations have highest crash rate on interstate. These changes have both operational and safety benefits.

**FREEWAY MANAGEMENT/INCIDENT MANAGEMENT** - Freeway management/Incident management concepts become more widely adopted More rapid response times reduce tie up time (congestion, delay, etc.) but also increase survivability of crashes and reduce likelihood of secondary crashes.

**55 MPH RELAXED FOR RURAL AREAS (1987)** - National debate over safety effects of speed limits is fairly strong. No definitive answers.

**SAFER VEHICLES** - Safer vehicles are being produced. Items like crush areas, air bags, better tires, improved seat belts and others are being installed in cars.

## 1990s

**NEW CRASH TESTING CRITERIA** - New crash testing criteria. National Cooperative Highway Research Program Report 350 "Recommended Procedures for Safety Performance Evaluation of Highway Features" is developed to improve roadside safety devices.

**INTELLIGENT VEHICLE HIGHWAY SYSTEMS** - Intelligent Vehicle Highway Systems and later Intelligent Transportation Systems (ITS) concept formally inaugurated. ITS instrumentation such as cameras, detectors, ramp metering. Live video feeds to TV stations and internet. All of this again gets back to response times and clearance times with effect on safety.

**BETTER PAVEMENT DESIGNS** - Better pavement designs stress smoothness and reduce rutting - these improvements can improve safety.

**CELL PHONES** - Cell Phones Better notification and response times when incident occurs. Benefits are now considered against possible negative impacts from distracted driving. This is a new issue that gains attention and results in some states and jurisdictions placing restrictions on cell phone use in vehicles.

**NATIONAL MAXIMUM SPEED LIMITS REMOVED** - All National maximum speed limit requirements lifted.

**HAZARD ELIMINATION PROGRAM FUNDING** - Interstate highways become eligible for use of Hazard Elimination Program funding.

**HIGHWAY SAFETY PLAN** - American Association of State Highway Transportation Organization releases Strategic Highway Safety Plan. Significant item that refocuses State attention on safety and eventually leads to major research and deployment programs in the U.S.

## 2000s

**ROUNDABOUTS** - Roundabouts are a very safe intersection design. Use of roundabouts at interstate interchanges is a sign of their growing acceptance and popularity in the U.S.

**STRATEGIC HIGHWAY SAFETY PLANS** - Strategic Highway Safety Plans are developed in many states. All States working to have one in place. Increased guidance on safety countermeasures (NCHRP 500) is developed in major effort to accelerate safety improvements nationally.

**PRE-STRESSED CABLE BARRIERS** - Pre-stressed cable barriers become more popular for use. Before, we have cable barrier but not pre-stressed. These cable systems are designed to withstand a secondary hit before maintenance crews could replace them. They are easy to replace.

**ADVANCEMENT OF THE "SCIENCE OF SAFETY" CONCEPTS** - Safety professionals and road designers are developing tools today that will in the future allow quantitative and comprehensive analysis of roads for safety. All of the tools and approaches have the aim of identifying the best possible countermeasures in situations to address safety problems.

Interactive Highway Safety Design Model for 2-lane roads can do safety analysis to identify locations for safety improvements in geometric design. It is forming the basis for higher level tools that will eventually be developed for similar analysis on interstates and other multi-lane highways.

Highway Safety Manual providing specific guidance and application to quantitatively assess the safety of roadways. Under development with planned initial release by 2007. Updates will come over several years beyond that.

Safety analyst tool developed. It is a computer based tool to assist in network safety analysis and priority setting.

Road safety audits developed as a means for the professional and expert review of roads and road projects by a diverse team to ensure they will be as safe as possible.

With the rapid advancements in technology and research, along with innovative engineering, we can be assured that our country's Interstate Highway System will continue with its successes of achieving new plateaus in highway safety. ⚠️

By Patrick Hasson, Federal Highway Administration, SIU SOM



# IDOT takes it's message to the Chicago Auto Show

The 98th Annual Chicago Auto Show opened at McCormick Place on Friday February 10, 2006 and spent ten days showcasing some of the finest past, present and futuristic vehicles that the auto industry has to offer. Over one million people visited the show which concluded on Sunday February 19th. After a survey was tabulated from thousands of visitors, 45% of those surveyed voted the slick Ford GT 500 "best new production vehicle". This vehicle which boasted an awesome 475-horsepower V-8 engine was consistent with newspaper reports that people are turning their attention lately to fast "muscle cars" and speed.



The Illinois Department of Transportation (IDOT), Division of Traffic Safety was also on hand with an exhibit to remind people that if You Drink & Drive. You Lose and to Click It or Ticket. Safety of the motorist in Illinois is a top priority at IDOT and now that there is a renewed fascination with fast muscle cars this concept is more important then ever. "I can't stress the importance of wearing a seat belt and keeping alcohol away from motorists" said IDOT employee Steve Kirby.

Currently seat belt usage in Illinois is at 86% and IDOT has set a goal of 90% compliance by the end of 2006. In order to get the message out at the auto show IDOT personnel spoke to the public and distributed literature and thousands of pencils that promote Click it or Ticket. However, the most popular item appeared to be a simple clicker, again to remind people to Click it or Ticket.

To help promote the You Drink & Drive. You Lose campaign, IDOT personnel spoke to the public and distributed key chains with the IDOT logo on one

side and a picture of Jessica Bacon and her car the other side. Jessica Bacon was a 17-year-old-driver who was driving down a highway in Northern Illinois when another vehicle crossed over the center line and hit her head on. The other driver was killed immediately and ejected from his vehicle however Jessica Bacon sustained less serious injuries due to her safety belt. Jessica and her demolished car have appeared at many IDOT events and she has become a big advocate for safety belt usage.

IDOT put a lot of thought into their auto show display this year by trying to have something for everyone. Two IDOT representatives were available at all times to answer the public's questions and to distribute educational tools including blood alcohol calculators. The blood alcohol calculator approximates what a person's blood alcohol content would be by taking their weight and aligning it with the corresponding number of drinks they have consumed. In Illinois the level for intoxication is .08. Also, for the high tech person, interactive video machines were available to test a person's knowledge of traffic safety. ⚠️

By Jim Boratyn, Community Relations Manager, Chicago



## IDOT Wins: 2 Silver; 1 Bronze and 1 Merit Award

As the Olympic torch moved its way through the streets of Italy the Illinois Department of Transportation (IDOT) was also winning metals. The Service Industry Advertising Awards (SIAA) Committee awarded IDOT Two Silver, One Bronze and one Merit Award for its outstanding contributions in the SIAA Awards competition which was held during the month of January in Atlanta Georgia.

Over 1500 entries were received for 25 categories and reviewed by a national panel of judges who are considered experts in their fields. The entries were scored for execution, creativity, quality, consumer appeal and overall break through content. The SIAA competition which is one of the most prestigious in the advertising industry placed IDOT against such corporate giants as Waste Management, Mothers Against Drunk Driving, R. R. Donnelley, Verizon and their ad agencies. A panel of 5 judging experts reviewed each entry in their category and graded each submission on a scale from 0-100. The five scores were added together to arrive at a cumulative score which would thereafter be awarded a Gold, Silver or Bronze Award. If an entry scored extremely high but not high enough to be put it in the top 3 scores it was awarded a Merit Award by the judging panel.

After competing against entries from all 50 states and four foreign countries, IDOT became the proud recipient of the following awards.

- In the **External Publications** category IDOT was awarded a “Silver” Award for its **FALL/WINTER 2005 PUBLICATION CAUTION! MAGAZINE**.
- In the **Web Site** category IDOT was awarded a “Silver” Award for the **DAN RYAN RECONSTRUCTION PROJECT** web site.
- In the **Total Public Relations Campaign** category which was one of the two largest overall campaigns IDOT was awarded a “Bronze” Award for its work on the **I-74 RECONSTRUCTION PROJECT** community outreach efforts.
- In the **Annual Report** category, The **IDOT OFFICE OF EXTERNAL AFFAIRS** was awarded a “Merit” Award.

Winning these awards is truly an honor when you take in consideration that this is the first attempt by IDOT to compete in the SIAA awards competition. Also, when you take ongoing IDOT work, have it reviewed by a panel of experts and compared to presentations prepared by public relations firms such as Fogarty Klein Monroe of Huston Texas for Waste Management, it certainly says a lot about all the fine men and women of IDOT who make these programs national award winners. ⚠

By Jim Boratyn, Community Relations Manager, Chicago

## Getting Around Illinois

For Illinois construction zone updates visit us at:  
**WWW.GETTINGAROUNDILLINOIS.COM**

*With the truss shortened, crews worked to rebuild and widen the entrance to the Murray Baker Bridge.*

Photograph provided by Bureau of Operations



# Results of May 2005 “Click It or Ticket”

During April through June 2005, the Division of Traffic Safety conducted pre and post observational surveys of safety belt use among Illinois drivers. The main purpose of these surveys was to evaluate the impact of the “Click It or Ticket” (CIOT) campaign on the safety belt usage rate as it correlates in Illinois. CIOT is a nationally recognized campaign to detect violators of safety belt laws. The following surveys were conducted before and after the campaign:

1. Two mini observational safety belt surveys (50 sites) and one statewide survey (258 sites).
2. Three motorist facility surveys.
3. Three telephone surveys.

The motorist surveys were conducted in order to evaluate the impact of the “Click It or Ticket” campaign on safety belt issues. The safety belt issues include self-reported belt use, motorists’ opinion and awareness of the existing local and state safety belt enforcement programs, primary belt law, and safety belt related media programs and campaigns.

The results show that there were increases in actual seat belt use, as seen in the observational survey. Safety belt use in Illinois increased from 83% before the campaign to 86% following the campaign. As expected, the results of the public opinion surveys show that there were increases of awareness of safety belt materials and slogans. The telephone survey shows that awareness of the “Click It or Ticket” message increased from 81.2% during April 2005 to more than 91% during June 2005.

Additional findings and implications are discussed in the full report. For more information on the results of May 2005 CIOT campaign, refer to the complete report, “Evaluation of the Click It or Ticket Campaign During the April through June 2005 Mobilization in Illinois” that can be downloaded from <http://www.dot.il.gov/2005clickitreport.pdf>.

## PREPARATIONS UNDERWAY FOR MAY 2006 “CLICK IT OR TICKET” CAMPAIGN

The Illinois Department of Transportation, Division of Traffic Safety (IDOT/DTS) is currently completing its May 2006 “Click It or Ticket” (CIOT) mobilization. The

“Click it or Ticket” campaign is a high visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection. An intense public information and education campaign will run concurrently with an enforcement blitz to inform the motoring public of the benefits of seat belt use and of issuing tickets for seat belt violations. The model program includes 1) data collection, before, during and immediately after media and enforcement phases; 2) earned and paid publicity announcing strict enforcement; 3) highly visible enforcement each day of the two-week enforcement period. The May mobilization consists of 1) basic CIOT mobilization and 2) rural CIOT as a demonstration project. Both basic and rural CIOT mobilizations have the four components: earned media, paid media, enforcement and evaluation

## EARNED MEDIA

Earned media is coverage by broadcast and published news services. Earned media generally begins one-week before paid media, two weeks before enforcement, and continues throughout other phases of the program. An earned media event, such as a press conference and press release, typically is used to announce the ensuing enforcement program.

## PAID MEDIA

In addition to earned media, the CIOT model also includes paid media. Safety belt enforcement messages are repeated during the publicity period. Messages specifically stay focused on enforcement, continuing to remind motorists to buckle up or receive a ticket, in other words, Click It or Ticket. CIOT paid advertisement campaigns usually continues for two weeks. During this period, television and radio advertisements air extensively. The main focus of the basic CIOT in Illinois will be on selected 23 counties where about 85% of population resides and 70% of motor vehicle crashes occurs. The main focus of the rural CIOT will be on those areas where the majority of people reside in rural areas. A complete list of 23 counties and selected rural media market are available from DTS.



## ENFORCEMENT

Both basic and rural CIOT enforcement campaigns usually last two weeks. During this period, zero-tolerance enforcement focusing on safety belt violations is carried out statewide. We are proposing to provide funding for the local police agencies to conduct over 3000 safety belt enforcement zones. In addition, Illinois State Police will conduct over 2000 safety belt enforcement on their own without any financial support from IDOT. Keeping traffic enforcement visibly present for the entire enforcement period is a central component of CIOT.

## EVALUATION PLAN

CIOT programs are evaluated in a number of ways. Observed safety belt use is tracked through various types of surveys. Data is collected weekly, before, during and after enforcement and media activities. During the first week, baseline data and information on several safety belt-related issues including public opinion and awareness of the existing safety belt topics (e.g. public education and enforcement items) will be collected. Weeks two and three will be devoted to highly publicized strict enforcement of the safety belt laws in selected rural media markets. Weeks four and five will be assigned to statewide paid media. Weeks five and six will be devoted to statewide enforcement. Weeks seven and eight will include collecting post survey data on selected safety belt issues (See Table 1).

All evaluation activities will be coordinated and conducted by the DTS Evaluation Unit. The CIOT campaign in Illinois starts on April 24, 2006 and ends on June 18, 2006.

## CHILD SAFETY SEAT SURVEY

The Illinois Department of Transportation Division of Traffic Safety (DTS) has released results from the observational child safety seat survey conducted in July of 2005 at pre-selected locations. A total of 3,388 children were observed in 2,358 passenger cars and pick-up trucks at 117 randomly selected locations statewide. The survey locations included 39 day care centers, 31 fast food restaurants (McDonald's), 11 health centers, and 36 shopping malls within 12 selected counties. The counties were grouped into three different regions which included Cook County, the Collar Counties (DuPage, Kane, Lake, McHenry, and Will), and the Downstate Counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair). Results of the survey indicate that the overall child safety seat usage rate in Illinois was 87.7 percent. In some cases it was observed that a child was incorrectly restrained in the safety seat. Examples of incorrect restraint include the seat not restrained, seat facing the wrong way or harness not used. After excluding total number of observations in which the child restraint was used incorrectly, the usage rate was reduced to 60.1%.

**CONTINUED ON P.19**



**TABLE 1: MAY 2006 CLICK IT OR TICKET CAMPAIGN (APRIL 24-JUNE 18)**

Survey Activities	
<b>Week 1</b> .....	1. Mini Observational Safety Belt Survey ( <i>Statewide and Rural</i> ) 2. Driver Facility Survey ( <i>Statewide and Rural</i> ) 3. Telephone Survey ( <i>Statewide and Rural</i> )
<b>Weeks 2-3</b> .....	Paid Media and Enforcement ( <i>Rural</i> )
<b>Week 3</b> .....	1. Observational Safety Belt Survey ( <i>Rural</i> ) 2. Driver Facility Survey ( <i>Rural</i> ) 3. Telephone Survey ( <i>Rural</i> )
<b>Weeks 4-5</b> .....	Paid Media ( <i>Statewide</i> )
<b>Weeks 5-6</b> .....	Enforcement ( <i>Statewide</i> )
<b>Weeks 7-8</b> .....	1. Observational Safety Belt Survey ( <i>Statewide and Rural</i> ) 2. Driver Facility Survey ( <i>Statewide and Rural</i> ) 3. Telephone Survey ( <i>Statewide and Rural</i> )



# IDOT PROMOTES WORK ZONE SAFETY THROUGH THE EYES OF STUDENTS

Over 1,500 students in Kindergarten through 6th grade participated in the first annual Illinois Work Zone Safety Calendar Contest. The Illinois Department of Transportation (IDOT) discovered just how creative and diverse the elementary students are from across the state. Artistic talents abound in Illinois, these students shared their messages of how important it is to slow down in work zones through art.

IDOT, along with the Illinois State Board of Education (ISBE), American Traffic Safety Services Foundation (ATSSF) and the Illinois Chapter of the American Traffic Safety Services Association (ATSSA), coordinated this statewide calendar contest for elementary students. Of the 1,500 participants, 16 finalists were chosen to have their drawing of a work zone displayed in the 16 month 2006-2007 Illinois Work Zone Safety Calendar. The top 16 finalists were honored at an awards luncheon on Saturday, March 18, 2006 at the Chicago Holiday Inn City Centre located in downtown Chicago. The luncheon was sponsored by the Illinois Broadcasters Association. Each of the 16 winners and their two guests were given free overnight accommodations provided by the Holiday Inn City Centre.

The winners were given plaques sponsored by COUNTRY Insurance & Financial Services, along with cash prizes from the Illinois Chapter of ATSSA. The top six winners received savings bonds provided by the Horace Mann Companies. Since they placed in the top six, their drawings advanced to judging at the national level to vie for a spot in the ATSSA's Work Zone Safety Calendar.

The purpose of the contest is for students to help IDOT promote work zone safety by becoming aware of work zones and encourage their parents or caregivers about the importance of driving safely in work zones.

The contest consisted of two categories, K-3rd grade and 4th-6th grade. In September 2005, each public elementary school around the state was invited to participate in the contest. Children were asked to draw their view of a work zone. Each school had to choose two entries from each category and submit them to IDOT for the state contest.

In December, IDOT received 214 entries and placed them on IDOT's website so the public could vote for their favorite. Over 8,000 people voted during the online portion of the contest. Based on the online voting, the top 15 entries from each category were sent in January to a panel of seven judges, who then selected the final 16 contestants. Each entry was judged on a series of questions to determine if the entry portrayed a work zone and if the student had a clear understanding of a work zone.

Without a doubt, the students who participated in this contest are aware of work zone safety and this understanding is affirmed through their creative expressions in their drawings. By introducing children at an early age to safe driving practices, IDOT hopes to instill a lifelong awareness of work zone safety and safe driving behavior. ⚠️

*By Jessica Baker, Work Zone Safety Calendar Contest Coordinator*





# 2006 ILLINOIS WORK ZONE SAFETY CALENDAR CONTEST WINNERS

## K-3RD GRADE CATEGORY

### 1st Place

#### KAYLEIGH CASEY

*Pleasant Valley  
Peoria, IL*

### 2nd Place

#### JACQUELYN STANCIK

*Evergreen Elementary  
Carol Stream, IL*

### 3rd Place

#### ASHLEY SCHNEIDER

*Nokomis North Elementary  
Nokomis, IL*

## 4TH-6TH GRADE CATEGORY

### 1st place

#### DENNIS HAMPTON II

*Blair Accelerated Elementary School  
Madison, IL*

### 2nd Place

#### SANDY DURAN

*Gallistel Language Academy  
Chicago, IL*

### 3rd Place

#### KAITLYN RUSH

*Central Grade School  
Effingham, IL*

## HONORABLE MENTIONS

#### LAYLA ANDERSON

*Rufus M. Hitch  
Chicago, IL*

#### KATELYNN BRUSH

*Anna Jr. High  
Anna, IL*

#### JOCELYN ROTHSCCHILD-FREY

*Anna Jr. high  
Anna, IL*

#### AUSTIN GRAY

*Pleasant Valley  
Peoria, IL*

#### TAYLOR GRAY

*Meadow Ridge School  
Orland Park, IL*

#### MADISON HILL

*Nelson Ridge School  
New Lenox, IL*

#### RYAN S. LOWERY

*Benton Grade School  
Benton, IL*

#### JARROD MACKLIN

*Pleasant Valley  
Peoria, IL*

#### EMMANUEL VALTIERRA

*Gallistel Language Academy  
Chicago, IL*

#### STEVE WELLS

*Davie School  
Anna, IL*



## ILLINOIS FINALIST PLACES AT NATIONAL LEVEL

The Illinois Department of Transportation's (IDOT) first annual Work Zone Safety Calendar Contest was a success and showcased many talented artists, but one individual's drawing caught the eye of the judges at the national level. Dennis Hampton II, from Blair Accelerated Elementary School in Madison, Illinois, won 3rd place in the 4th through 6th grade category in the National Work Zone Safety Calendar Contest. The national contest was sponsored by the American Traffic Safety Services Association (ATSSA).

Dennis was honored at a school assembly on May 11, 2006 in front of the entire student body, IDOT Secretary Martin, Chief of Staff Clayton Harris, and other state and local dignitaries. Dennis was awarded \$50 from ATSSA for placing in the national contest, and IDOT presented him with an enlarged, framed copy of his drawing. IDOT also presented Blair Accelerated Elementary School with a framed copy of Dennis' drawing to be displayed at the school. According to Tim Cox from the American Traffic Safety Services Foundation (ATSSF) 2500 to 3000 students participated in this national contest.



# Give a Boost of Safety!

Everyone knows that a baby needs to be in a car seat to be safe when traveling. Most people know that children ages 1 through 4 need to be in a car seat as well. But did you know that children need to be in a car or booster seat from age 4 until age 8? Research shows that most Americans are unaware of this. The National Highway Traffic Safety Administration has released information that indicates only 10-20% of children ages 4 to 8 who should be using booster seats are actually in them. Many parents are under the false impression that children who have outgrown child safety seats can move right into regular safety belts, but nothing could be further from the truth. It is of utmost importance that all children be properly restrained according to their size and age.

As children grow, how they sit safely in a car, truck, van or SUV changes. For maximum child passenger safety, parents and caregivers simply need to remember and follow the 4 Steps for Kids:

1. Use rear-facing infant seats in the back seat from birth to at least one year of age and weighing at least 20 pounds;
2. Use forward-facing toddler seats in the back seat from age one and 20 pounds to about age four and weighing 40 pounds;
3. Use booster seats in the back seat from about age four to at least age eight—it is best if the child remains in the booster seat until approximately 4 feet 9 inches tall;
4. Use safety belts in the back seat at age eight or older and taller than 4 feet 9 inches.

It is very important to remember that all children, under the age of 13, ride in the back seat.

Through research, Children's Hospital of Philadelphia has demonstrated that booster seats can reduce the risk of death by 59% for children between the ages of 4 through 8. Booster seats may be seen as an inconvenience by some parents or caregivers, so they decide to use the safety belt alone. Their children may contribute to this reluctance by complaining about being in a "babyseat". But protecting the ones you love means getting past the temporary complaints and perceived hassles. Use a booster seat because you love them.



National Child Passenger Safety Week was celebrated February 12-19. The Illinois Department of Transportation, Division of Traffic Safety (DTS) partnered with retailer K's Merchandise to promote the important booster seat message. Regional Occupant Protection Coordinators created in-store displays and gave booster seat seminars at each of the 10 stores throughout the week.

In an effort to broaden the educational tools available to the public on the selection and use of child safety seats (including booster seats), DTS has enhanced their website. It offers information and links specific to each step of safe transportation of children. This website also offers a technician locator tool to help parents and caregivers find a certified Child Passenger Safety Technician in their area. The technician will provide assistance in the installation and use of child safety seats. Please visit us at [www.buckleupillinois.org](http://www.buckleupillinois.org).

In Springfield, DTS has established a permanent car seat fitting station at 3215 Executive Park Drive to check child safety seat installations. Certified Child Passenger Safety Technicians will be available during the hours of 9 a.m. through 12 p.m. on the 1st and 3rd Friday of every month. Please schedule an appointment by calling 217/558-0568. **LET US HELP YOU KEEP YOUR CHILDREN SAFE!** ⚠️

By Jahari Piersol, *State Occupant Protection Coordinator*  
Charlotte Troyer, *Assistant State Occupant Protection Coordinator*



# Alternative Music Celebrities Share Safety Messages with Fans

Don't drink and drive was among the important message delivered during a very special holiday television show created for fans of alternative music in the Chicagoland area.

In conjunction with the Alliance Against Intoxicated Motorists (AAIM), JBTv of Chicago produced an alternative music video marathon for the holidays. The 10 hour show, in an MTV type format, was hosted by Jerry Bryant, a well-known Chicago television host. Bryant has independently produced a holiday "don't drink and drive" program for a number of years. He was awarded the prestigious National Commission Against Drunk Driving Media Awareness Award in 1996.

cept, saying "The show particularly reaches teens at their level through music and performers. Important prevention messages are inserted in lively ways to engage the attention of one of our target audiences —teenagers!"

The local band So Far...produced and performed the show's theme song "Stay the Night", specially written for the show. Said Bryant, "It's amazing the response we get from viewers and rock bands who contribute passionately." Performing artists included Jimmy Chamberlin (former Smashing Pumpkins drummer), Shooting Blanks, Kottonmouth Kings, and deceased punk rock legend Joey Ramone. A member of the performing Vacancies delivered a



Photo provided by JBTv

This year's show combined alternative music videos with don't drink and drive messages and other statements about safety belt use, pedestrian, bicycle and motorcycle safety. The core audience ranges in age from 13 to 43, so the messages also strongly reminded viewers of the zero tolerance of alcohol use laws for those under 21.

By creatively infusing celebrity power and alternative music JBTv creates positive messages for its music fans. Lyrics that tell stories about the dangers of impaired driving, to encourage those under the age of 21 not to drink alcohol, and to ask everyone to always wear a safety belt. Charlene Chapman, executive director of AAIM, agrees with this con-

personal message directly to the fans about the dangers of drinking and driving, and making the right decisions. "I did something stupid one night and had one too many. Five thousand dollars later and three days in jail, it was a nightmare. My license was revoked for a year, so I want to tell everyone don't do it, please don't drink and drive."

Positive choices and responsible behaviors were highlighted throughout the show. Additional statements and materials were provided by impaired driving crash victims, traffic safety professionals, government officials, law enforcement, AAIM,

**CONTINUED ON P. 20**



# PHOTO SPEED ENFORCEMENT

In 2003, there were 42 motor vehicle related fatalities in Illinois work zones. This peak in work zone fatalities included five workers being killed. Governor Rod Blagojevich immediately created a task force comprised of various transportation representatives. This group was charged with identifying challenges and strategies to implement that would make work zones safer for both the worker and the motorist. Photo speed enforcement was identified as a strategy. In 2004, the Illinois Department of Transportation (IDOT), the Illinois State Police (ISP), and the Illinois State Toll Highway Authority (ISTHA) partnered to assist in helping get legislation (HB 4012) passed allowing for photo speed enforcement (automated traffic control enforcement). With that, the IDOT/ISP team began to investigate the photo speed enforcement technology available. This effort is unique nationally in that photo enforcement, both speed and red-light-running, is operational only at the local level. Illinois will be the first state to implement photo enforcement at the state level. The focus is to obtain voluntary compliance by motorists.

Each year, there are hundreds of work zones that present hazards, inconvenience, and delay to motorists. Increased communication, coordination, and cooperation are key factors in improving work zone safety. Based on this approach, the task group made several recommendations to better communicate to the motorist traveling through work zones and to obtain voluntary compliance to obey posted speed limits within work zones where workers are present, day or night. Signing and traffic control standards were revised to provide consistency to work zones. In addition, increase work zone fines were considered as another method to gain voluntary compliance by the motorist. Legislation (HB7015) increasing work zone fines passed in 2004. This started a downward trend of work zone fatalities in 2004. There were 38 fatalities, this includes two workers that were killed. With a full year of increased work zone fines in place, 2005 saw a further decrease in work fatalities. There were 26 fatalities, this includes one worker who was killed.

**Fines:** Minimum \$375 for first offense  
(mandatory court appearance)  
Minimum \$1,000 for second offense  
(mandatory court appearance)  
90 day suspension of driver's license for second or subsequent violation

With photo speed enforcement, a reduction in the number and severity of work zone crashes can be achieved.

IDOT, ISP, and ISTHA have partnered through the development of the photo speed enforcement project to achieve success.

## Phase I of the Photo Speed Enforcement Project.

- IDOT will pay for a vendor to provide a photo enforcement service with 2 vans provided (one upstate in Cook County, one downstate). The vendor will process the tickets to be issued.
- ISTHA will pay for a vendor to provide a service with 1 van provided (Tollway System). The vendor will process the tickets to be issued.
- ISP will man these vans with troopers specially trained in photo radar enforcement. Initially, this will not be part of the hireback program due to the technical nature and training required. The vendor will provide photo radar enforcement training to ISP staff.

## Why pay for the service vs. purchasing the vans and equipment?

Technology is changing quickly. It is more cost effective to pay for a service which includes software and equipment updates than to purchase everything and it is obsolete in six months or a year, or even sooner.

## Photo Speed Enforcement Process

- **Signs:** Signs will be placed on interstate and expressway projects where the vans may be used. Signs will say "SPEED PHOTO ENFORCED Automated Traffic Control System."



- **Vans:** The vans will be marked with ISP decals and IDOT's orange ribbons. This is not intended as a covert operation. A speed board will be mounted to the top of the van. This speed board will be triggered by separate radar and will communicate the vehicle's speed to the motorist. The speed board can be seen by motorists approximately from 1/4 to 1/2 mile down the road. This will give the motorist one last opportunity to slow down before the camera radar is triggered.
- **Cameras:** If the vehicle does not slow down, the camera radar will be triggered. A photo of the driver, vehicle, and license plate will be taken. The time of day and speed will also be captured. These cameras can take clear pictures regardless of weather or time of day.
- **Tickets:** A ticket will be processed by the vendor and will be approved by the on-duty officer. Tickets will be mailed by certified mail to the registered owner within six days. The registered owner will receive the ticket and will have an opportunity to refute/assign responsibility of the violation to a specific driver other than the registered owner. The ticket would be reissued to the appropriate person. This will be for all motorists, including out-of-state drivers.

### Coordination with Court System:

Representatives from IDOT, ISP, and ISTHA have been meeting with court representatives to explain the photo speed enforcement process and to coordinate adjudication procedures. This will ensure smooth processing of all citations issued for work zone violations.

Where photo enforcement has failed in other states and cities, sufficient coordination, education, and public awareness were not achieved. In addition, the focus may have been on revenue instead of safety. IDOT, ISP, and ISTHA have worked together to identify hurdles that would prevent a successful campaign. Opportunities to bring awareness to the public are pursued continually. A van was on display at the Chicago Auto Show and IDOT Secretary Timothy W. Martin along with ISP representatives held a press conference to stress the importance of obeying the speed limits in work zones. In addition, newspaper, radio, and television representatives have been present for demonstrations and responded with positive stories about the photo speed enforcement vans. The goal is to reduce fatalities in work zones—so, that at the end of the day, workers and motorists can get home safely. ⚠

By Priscilla Tobias, *State Safety Engineer, IDOT*  
Jeff Darko, *Safety Education Unit Supervisor, ISP*

## UNIT PROFILE FROM P.13

Other selected demographic characteristics of driver, type of vehicle, and type of location play important roles in explaining child seat use rates. The survey results confirm and extend earlier findings with particular emphasis on the relationship between driver's characteristics and child safety seat use in Illinois.

For more information on the results of the Child Safety Seat Survey refer to a complete report titled "Child Safety Seat Usage in Illinois July 2005 Observational Survey Results" that can be downloaded from <http://www.dot.il.gov/trafficsafety/2005childsafetyseatreport.pdf>

## IDOT/DTS TRAFFIC RECORDS ASSESSMENT

The Traffic Records Assessment is a technical assistance tool that the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration offer to state offices of highway safety to allow traffic records professionals to review the traffic records program. The purpose of the assess-

ment is to review and document a state's traffic records activities as compared to the provisions in NHTSA's Highway Safety Program Advisory for Traffic Records. The state's traffic records strengths and accomplishments are noted and suggestions are offered where improvements can be made. Based on the recommendations of the assessment team, the State of Illinois will develop a strategic plan on how to correct and improve its traffic records. We look forward to providing our readers an update on the recent Traffic Records Assessment. ⚠

By Medhi Nassirpour, *Chief of Evaluation Unit*

For further information, comments or questions on these or any reports prepared by the DTS Evaluation Unit, please contact:

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## CONTINUED FROM P.17

Mothers Against Drunk Driving, Students Against Destructive Decisions, the Illinois Department of Transportation (IDOT), and the Office of the Secretary of State. The program also contained traffic safety public service announcements and used graphics from various agencies, including the slogan You Drink & Drive. You Lose.

This year's show was produced, in part, with funds provided by IDOT's Division of Traffic Safety. The 10 hour marathon show aired on Chicago cable channels 19, 25 and 62 for a total of 30 hours. It was

viewed by approximately 60,000 households. This marked the first time DTS used this unique format to disseminate its traffic safety messages, particularly to young people, who are over-represented in alcohol-related crashes. One viewer called in to say, "my father and best friend were both killed by drunk drivers in two separate crashes, please don't drink and drive." According to Bryant, "at a certain age kids will tune out their parents. The people they admire and idolize are rock stars; our hope is that they will listen to them. If our program can save one life, then we have accomplished our goal." ⚠️

By Marti Belluschi, Alcohol Programs Coordinator  
Pam Burke, Coordinator, Illinois Highway Safety Programs

## Let's Celebrate! Safely, for Sure!

When planning to host or attend a party, don't forget to include safety on your list, too. The Division of Traffic Safety recently produced a Safe Party Plans card. The two-sided card contains helpful party tips for hosts, drivers and friends. During the recent holiday season, 5000 cards were distributed state-wide by our traffic safety partners. The card is versatile and tips are appropriate for any type of party throughout the entire year. You can print a copy by visiting our website <http://www.dot.il.gov> (click on Safety Information then Impaired Driving).

### GIVE THE GIFT OF A LIFT DESIGNATE A SOBER DRIVER

#### Safe Party Plans

##### If you are driving:

- Designate your sober driver before the party begins. Give that person your car keys.
- Avoid drinking too much alcohol too fast. Pace yourself – alternate with alcohol-free drinks, eat, take breaks.
- Don't starve yourself before or during the party. Enjoy the food as well as the drink.
- Don't even think about getting behind the wheel if you've been drinking!
- Only accept a ride with a sober driver.
- Call a friend or taxi to pick you up.
- Or, stay where you are and sleep it off until you are sober.

##### If you catch a buzz, please

##### Remember:

- Only time sober you up – not coffee, not a cold shower.
- Only time sober you up – not coffee, not a cold shower.
- Only time sober you up – not coffee, not a cold shower.

### FRIENDS DON'T LET FRIENDS DRIVE DRUNK

#### Safe Party Plans

##### If you are the host:

- Stay within your limits in order to ensure your guests stay within theirs.
- Upon arrival, ask guests to give you their car keys. Return them only to sober drivers.
- Serve lots of food, particularly high-protein dishes. Avoid salty snacks, which tend to make people drink more.
- Appoint a reliable bartender to keep track of guest drinking. Don't let guests mix their own drinks.
- Never serve alcohol to anyone under the age of 21, and never ask children to serve alcohol at the party.
- Set up a non-alcohol bar with attractive "drinks or mocktails" of flavored waters and tropical juices or an alcohol-free punch.
- Organize the fun. Keep guests socializing with music and party games. Reach out to someone who seems to be alone.
- Stop serving alcohol 90 minutes before the end of the party and take the time to serve a great dessert.
- Give designated drivers a special gift in appreciation of their role.
- Make certain that all guests leave with a sober driver and encourage car-pooling. Keep the numbers for local cab companies handy.
- Rather than allowing anyone to drive impaired, insist that guests stay the night.
- Always remind guests to buckle up on the way home – it's their best defense against an impaired driver.

You Drink & Drive  
**YOU LOSE**



Illinois Department of Transportation  
Division of Traffic Safety



# LAW ENFORCEMENT PARTNERS

Law enforcement officers from across Illinois gathered in Springfield in February to network on their application for the 2006 Challenge. Mike Stout, Director, Division of Traffic Safety opened the planning meeting for this year's Illinois Law Enforcement Challenge. The challenge is designed to recognize law enforcement agencies for their efforts in addressing their community's safety issues throughout the year. Director Stout congratulated attendees for making Illinois citizens safer today because of their successes.

Assistant Chief Steve Casstevens from Hoffman Estate's Police Department, Lt. Paul Rizzo from Schaumburg Police Department, Master Sgt. Deb Garde from the Illinois State Police and Sgt. Wade Merritt, Algonquin Police Department are the driving force behind this initiative. They challenge officers to do more in their communities than just enforcement. They emphasize that the goal is not to give awards; the goal is to save lives. This program provides an avenue for law enforcement departments to increase their attention to traffic safety matters and to be recognized for their quality work.

The criteria by which the applications are judged cover every aspect of a comprehensive safety program: Policies & Procedures, Officer Training, Incentives & Recognition, Public Information & Education, Enforcement, and Effectiveness. The directors of the program put a tremendous amount of effort into securing grant money and developing corporate partners. Some examples of prizes that will be awarded to agencies placing in the top three in their category include: Fatal Vision goggles, outerwear, hand-held radars, passive alcohol sensors, LiDARs, a 14' enclosed cargo trailer, a speed monitoring trailer and a fully-equipped police vehicle.

Over the past several years, Illinois law enforcement agencies of all sizes have received tens of thousands of dollars of traffic safety-related equipment at no charge, by developing comprehensive, effective safety programs. However, the most important benefit of the Challenge is that your jurisdiction

(no matter if you are Chicago Police Department, Whiteside County Sheriff's Police, Crystal Lake Park District Police or Carlyle Police Department) is safer.

Sgt. Bob Crouch, Springfield Police Department, said the following about winning 3rd place in the 2004 National Law Enforcement Challenge, Championship Class:

"Our department was proud to be selected as the 3rd Place winner in the Championship bracket of the National Law Enforcement Challenge. We knew going into the Challenge that we would be competing against the best of the best. Being selected as a finalist is one of the motivating factors we use to improve our program the following year. Although winning is certainly a plus, improved traffic safety is the goal we are all trying to achieve. With financial assistance from IDOT we were able to utilize our resources to the fullest and reduce our alcohol-related fatality rate to 1 for the second straight year. We strive to improve our application every year, increase our effectiveness where needed and show our results in a flavorful format, all to make Springfield a safer community for those who travel our streets."

For more information on the Challenge, contact the program directors:

**ASSISTANT CHIEF STEVEN CASSTEVENS**  
**HOFFMAN ESTATES POLICE DEPARTMENT**  
**847/781-2804**

**LIEUTENANT PAUL RIZZO**  
**SCHAUMBURG POLICE DEPARTMENT**  
**847/456-0391**

**ILLINOIS CHIEFS WEBSITE**  
**WWW.ILCHIEFS.ORG.**

**CONGRATULATIONS TO THE WINNERS AND GOOD LUCK TO THIS YEAR'S APPLICANTS. ⚠️**

*By Lib Granzeau, Executive Secretary to the Deputy Director*



# 2004 – 2005 Illinois Traffic Safety Challenge Winners

## MUNICIPAL 1-10 SWORN SHERIFF 1-10 SWORN

1st – Burnham (*tie for first place*) 1st – Piatt County  
 1st – Bannockburn (*tie for first place*) Sheriff  
 11-25 Sworn  
 2nd – El Paso 1st – Williamson County  
 3rd – Riverwoods 2nd – Adams County

## MUNICIPAL 11-25 SWORN SWORN SHERIFF 26-50

1st – Barrington Hills 1st – Livingston County  
 2nd – Peru Sheriff 51-100 Sworn  
 3rd – Thornton 1st – Kendall County

## MUNICIPAL 26 – 50 SWORN SHERIFF 101-250 SWORN

1st – Villa Park No Entries  
 2nd – Lemont Sheriff 251 + Sworn  
 3rd – Lake Zurich 1st – Cook County  
 4th – Bloomingdale Multi-Jurisdiction Agencies  
 5th – Mundelein No Entries  
 6th – Hickory Hills College/Campus Police  
 7th – O’Fallon No Entries  
 8th – West Chicago Other Police – Park Dist/S.O.S., etc  
 9th – Grayslake 1st – Crystal Lake Park District  
 10th – Itasca State Police Districts  
 11th – Lake In The Hills 1st – ISP District 9  
 2nd – ISP District 20

## MUNICIPAL 51-100 SWORN

3rd – ISP District 8  
 1st – Orland Park (*tie for first place*) 4th – ISP District 11  
 1st – Carol Stream (*tie for first place*) 5th – ISP District 15  
 2nd – Gurnee 6th – ISP District 10  
 3rd – Crystal Lake 7th – ISP District 22  
 8th – ISP District Chicago

## MUNICIPAL 101-250 SWORN ROOKIE OF THE YEAR

1st – Naperville 1st – Williamson County  
 2nd – Skokie 2nd – Crystal Lake Park District  
 3rd – Bloomingdale  
 Honorable Mention – ISP District 9

## MUNICIPAL 251 + SWORN CHAMPIONSHIP CLASS

1st – Springfield 1st – Glen Carbon  
 2nd – Joliet 2nd – Buffalo Grove  
 3rd – Will County

## 2004 NATIONAL LAW ENFORCEMENT CHALLENGE WINNERS

### AWARD RECIPIENTS – SHERIFF’S AGENCIES

#### CATEGORY #1 (1-10 DEPUTIES)

3rd Place – Piatt County

#### CATEGORY #2 (11-25 DEPUTIES)

3rd Place – Williamson County

#### CATEGORY #4 (51-100 DEPUTIES)

1st Place – Kankakee County

3rd Place – Kendall County

#### CATEGORY #6 (251-500 DEPUTIES)

1st Place – Will County

3rd Place – Cook County

### AWARD RECIPIENTS MUNICIPAL POLICE DEPARTMENTS

#### CATEGORY #3 (26-50 OFFICERS)

1st Place – Lemont Police Department

3rd Place – Mundelein Police Dept.

#### CATEGORY #4 (51-100 OFFICERS)

1st Place – Buffalo Grove Police Dept.

#### CATEGORY #9 (2001 + OFFICERS)

1st Place - Chicago Police Department

### CHAMPIONSHIP CLASS

3rd place - Springfield Police Department.

### CHAMPIONSHIP CLASS

Glen Carbon Police Department

### STATE ASSOCIATION

2nd place – Illinois Association of Chiefs of Police

### SPECIAL ENFORCEMENT

3rd place – Crystal Lake Park District Police

### OCCUPANT PROTECTION AWARD

Buffalo Grove Police Department





# DUI ENFORCEMENT RECOGNITION PROGRAM

The Illinois Department of Transportation (IDOT), Division of Traffic Safety would like to offer your police department the opportunity to participate in a statewide program designed to recognize your officers who excel in DUI enforcement.

To provide recognition and ongoing incentive, IDOT will provide each officer who has made at least 25 DUI arrests since January 1st 2001 a handsome pin to wear on their uniform. The pins are also awarded for 50, 75, 100, 200, 300, 400, 500, 600 and 700 DUI arrests. In addition to the pin the officer will be presented with a Certificate of Achievement and a Letter of Commendation. This is an ongoing cumulative IDOT award provided to officers and departments throughout the state.

Please list the officer's name/rank (*exactly as you would like it to appear on the documents*), number of DUI arrests since 2001, and the officer's starting date. Also, list the name of the police agency making the request.

NAME	RANK	# DUI ARRESTS SINCE 2001	OFFICER'S STARTING DATE
POLICE AGENCY MAKING REQUEST:			



# THE ARTISANS OF IDOT'S PRINTSHOP

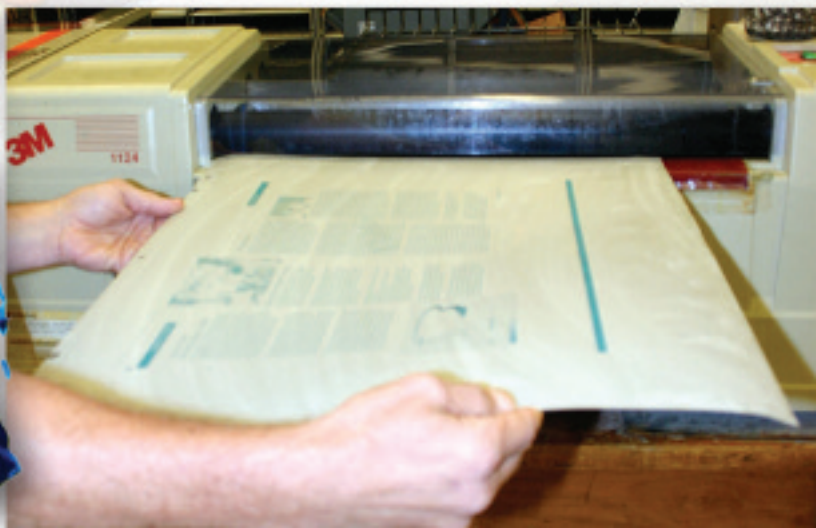
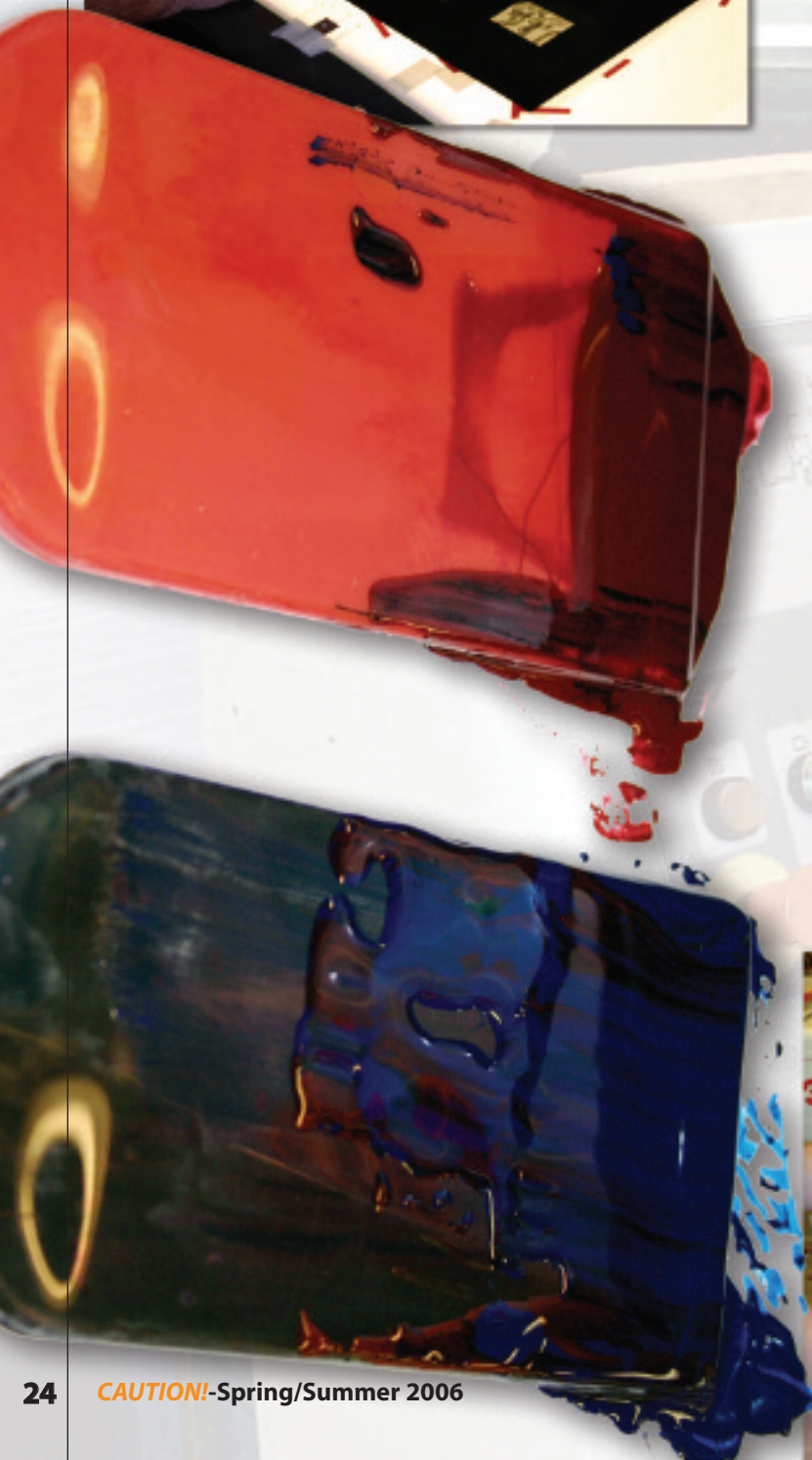


As reported in this issue, our Fall/Winter 2005 issue of **CAUTION! Magazine** received the Service Industry Advertising Awards (SIAA) committee's "Silver" Award in the External Publications category. We thought it would be of interest to share with our readers, the printing process which is a critical part of creating a publication that is recognized for its quality.

Geno Milinowski, Print Shop Manager, said he is proud of the outstanding 4-color work he and his staff produce. He carefully explained the 4-color process separating it into two steps, the pre-press and print process.

The pre-press process begins with converting the job to print language and producing negatives that are then sent to the processor to be developed. Geno meticulously begins to detail what he terms as the most time-consuming steps. He describes how once the negatives have been developed they are cut apart and then burned to plates which go through the plate processor. He emphasizes that precision is a must.

The commitment Geno and his staff share becomes more clear as he discusses the print process. "The work is done on 2-color presses then run by excellent pressmen," he says. "That means each and every page of your job has to be run through the press four times. On a 4-color press the page is only handled twice, while on a 2-color press the page is handled 4 times." This makes registering the color very difficult because of paper stretch... another time-consuming process.





At the Illinois Department of Transportation, 90% of all 4-color process work is “full bleeds”. He explains, “we must run oversize stock that we have to cut to size; this stock is not something that is ordered pre-cut for us.” Once the job is completed and off the press, because of the “full bleeds”, they now have to do a four-way trim. Once the trim work is finished, the job is folded. If it is a book or magazine, it is then collated, stapled, folded, trimmed and boxed. The job is now complete and ready for pick up. Geno smiles and says, “our work is all about quality and precision...from start to finish.” From the award **CAUTION! Magazine** received, it appears Geno and his staff know their work. ▲

By Salvatore Madonia, Editor-in-Chief, *CAUTION Magazine*





# 10 Smart Routes to Bicycle Safety

## PROTECT YOUR HEAD. WEAR A HELMET.

Never ride a bicycle without a helmet. The National Highway Traffic Safety Administration (NHTSA) and the U.S. Consumer Product Safety Commission (CPSC) recommend that bicyclists wear a helmet that complies with the CPSC standard. Bicycle helmets can reduce head injuries by 85 percent. Select a helmet that fits snugly and sits flat on the head. For children, use the extra padding that comes with the helmet to ensure a proper fit. This padding can be removed as the child's head grows.

## ASSURE BICYCLE READINESS. MAKE SURE YOUR BICYCLE IS ADJUSTED PROPERLY.

Make sure you can stand over the top tube of your bicycle. Adjust your bicycle to fit you (see Owner's Manual). Before using your bicycle, check to make sure all parts are secure and working well. The handlebars should be firmly in place and turn easily. Your wheels must be straight and secure. Add a carrier to the back of your bicycle if you need to carry things.

## STOP IT. ALWAYS CHECK BRAKES BEFORE RIDING.

Always control your speed by using your brakes. If your bicycle has hand brakes, apply the rear brake slightly before the front brake. Always keep your brakes adjusted. If you cannot stop quickly, adjust your brakes. Consult your Bicycle Owner's Manual or have a bicycle shop adjust the brakes. When your hand brake levers are fully applied, they should not touch the handlebars. Each brake shoe pad should wear evenly and never be separated more than one eighth inch from the rim. Ride slowly in wet weather and apply your brakes earlier – it takes more distance to stop.

## SEE AND BE SEEN.

Wear clothes that make you more visible. Always wear neon, florescent, or other bright colors when riding a bicycle.

## AVOID BIKING AT NIGHT.

It is far more dangerous to bicycle at night than during the day. Most bicycles are equipped for daylight use and need to be adapted for nighttime use. If

you must ride at night, you should do the following:

- Ride with reflectors that meet CPSC's requirements. These should be permanently installed on bicycles for daytime use also. If a carrier is added, make sure the rear reflector remains visible.
- Add the brightest lights you can find to the front and rear of your bicycle.
- Wear retro-reflective clothing or material – not just white or florescent – especially on your ankles, wrists, back, and helmet.
- Only ride in areas familiar to you. Brightly lit streets are best. Always assume you are not seen by a driver.
- Young children should NOT ride at night.

## STAY ALERT. ALWAYS KEEP A LOOKOUT FOR OBSTACLES IN YOUR PATH.

Stay alert at all times. Watch out for potholes, cracks, expansion joints, railroad tracks, wet leaves, drainage grates, or anything that could make you fall. Before going around any object, scan ahead, and behind you for a gap in traffic. Plan your move, signal your intentions, and then do what you planned. If you are unsure, or lack the skill to handle an especially rough area, pull off to the right side of the road and walk your bicycle around the rough area. Be especially careful in wet weather and when there could be ice or frost on your path.

- Cross all railroad tracks at a 90 degree angle and proceed slowly.
- Use special care on bridges.

## GO WITH THE FLOW.

### THE SAFE WAY IS THE RIGHT WAY.

Ride on the right side in a straight predictable path. Always go single file in the same direction as other vehicles. Riding against traffic puts you where motorists don't expect you. They may not see you, and may pull across your path, or turn into you. Young children, typically under the age of nine, are not able to identify and adjust to many dangerous traffic situations, and therefore, should not be allowed to ride in the street unsupervised. Children who are permitted to ride in the street without supervision should have the necessary skills to safely follow the "rules of the road."



**CHECK FOR TRAFFIC. ALWAYS BE AWARE OF THE TRAFFIC AROUND YOU.**

Over 70 percent of car-bicycle crashes occur at driveways or other intersections. Before you enter any street or intersection, check for traffic. Always look left-right-left, and walk your bicycle into the street to begin your ride. If already in the street, always look behind you for a break in traffic, then signal, before going left or right. Watch for left or right turning traffic.

**LEARN RULES OF THE ROAD. OBEY TRAFFIC LAWS.**

Bicycles are considered vehicles. Bicyclists must obey the same rules as motorists. Read your State drivers' handbook, and learn and follow all the traffic signs, laws, and rules for operating a vehicle on the road. Always signal your moves. Be courteous to pedestrians and other vehicle operators. Never wear headphones while riding as they impair your ability to hear traffic. Become familiar with the accommodations that are available for bicyclists in your area. These include bicycle lanes and routes as well as off road paths. Take advantage of these whenever possible.

**DON'T FLIP OVER YOUR BICYCLE. WHEELS SHOULD BE SECURELY FASTENED.**

If your bicycle has quick release wheels, it is your responsibility to make sure they are firmly closed at all times and to use the safety retainer if there is one. Check your wheels before every ride, after any fall, or after transporting your bicycle. Read your Owner's Manual for instructions and follow them. If you are even slightly confused about what "firmly closed" means, talk to your bicycle dealer before you ride your bicycle.

**REMEMBER**

- Read your bicycle owner's manual thoroughly before operating your bicycle.
- These recommendations are just that, recommendations, and are not meant to replace owner's manual instructions.
- For more information on safety and rules of the road, consult your State Department of Motor Vehicles.

*Acknowledgement*

*This document is a joint publication of the National Highway Traffic Safety Administration and the U.S. Consumer Product Safety Commission.*

*This information is provided to our readers from the National Highway Traffic Safety Administration's website, <http://www.nhtsa.dot.gov>. Select Traffic Safety and choose from a variety of options including: Bicycles, Motorcycles, Pedestrians, Child Passenger Safety and much more.*

## Highway & Traffic Safety Info on the Internet

IDOT has just completing the final touches on redesigning the portion of its Website that contains information related to Highway and Traffic Safety. Visit the IDOT Website at [www.dot.il.gov](http://www.dot.il.gov) and click on the link on the left side labeled Safety Information.

The redesigned site groups information by content, such as "Impaired Driving", "Motorcycle Safety and Training", "Seat Belt Usage in Illinois" or "Work Zone Safety". The new "Buckle up Illinois" site can be accessed through the "Child Passenger Safety" section. The site will be useful in locating safety information.

We also have a new "Grant Information" site. This site provides grant applications, program specifica-

tions and any required forms. The most current information about the Division of Traffic Safety's (DTS) grant programs will be available.

Also highlighted on the newly redesigned website are the Illinois Comprehensive Highway Safety Plan, the DTS FY2006 Highway Safety Plan and the DTS Highway Safety Program Annual Evaluation – 2005. These plans and the evaluations of past accomplishments drive the future directions for Highway and Traffic Safety projects.

Logon to this website frequently for the most current IDOT safety information.

By John Werthwein, Administrative Support Section Manager



# Updates

## TRAFFIC SAFETY RELATED LEGISLATION 94TH ILLINOIS GENERAL ASSEMBLY

The status of the following legislation was current as of April 25, 2006. For continued updates on these and other bills, you may visit the Illinois General Assembly's Website at: <http://www.ilga.gov>

### TEEN DRIVING ISSUES

**HB-1463** - Amends the Illinois Vehicle Code and the School Code. Provides for the cancellation of the license or permit of any person under the age of 18 who is certified to be a chronic or habitual truant. Consideration will be given to truant students who may have extraordinary circumstances, including but not limited to economic or medical necessity or family hardship. *Passed both Houses on 03/30/06, awaits the Governor's review.*

**HB-4768** - Amends the Illinois Vehicle Code. Provides that any unemancipated minor's application for a graduated driver's license must be accompanied by the written consent of a parent or guardian, regardless of whether the required consent accompanied the minor's previous application for an instruction permit. Provides that a parent or guardian must certify that an unemancipated minor has received 50 (rather than 25) hours of behind-the-wheel instruction, at least 10 hours of which must have been at night, in order for the minor to receive a graduated driver's license. *Passed both Houses on 03/28/06, awaits the Governor's review.*

### ALCOHOL & DRUGS

**HB-4717** - Amends the Illinois Municipal Code and the Illinois Vehicle Code. Provides that a municipality may charge an offender with a municipal misdemeanor offense for conduct that would constitute felony driving under the influence of alcohol, drugs, or intoxicating compounds, if the State's Attorney rejects or denies felony charges for that conduct. *Passed both Houses on 03/28/06, awaits the Governor's review.*

**SB-1088** - Amends the Illinois Vehicle Code. Provides that the additional fine collected by the circuit clerk from any person convicted of DUI shall be used for enforcement and prevention of DUI, including but not limited to the purchase of law enforcement equipment and commodities to assist in the prevention of alcohol related criminal violence throughout the State; police officer training and education in areas related to alcohol related crime, including but not limited to DUI training; and police officer salaries, including but not limited to salaries for hire back funding for safety checkpoints, saturation patrols and liquor store sting operations (rather than just in the purchase of law enforcement equipment that will assist in the prevention of alcohol related criminal violence throughout the State). *Passed both houses on 04/25/06, awaits the Governor's review.*

### RAILROAD CROSSING SAFETY

**SB-2865** - Gives the Illinois Department of Transportation and the Illinois Commerce Commission the authority to cooperate with counties and municipalities to establish a system of automated enforcement of railroad crossing violations. The system consists of a camera or cameras at a rail grade crossing that would capture pictures of vehicles and drivers that drive around lowered gates or stop on railroad tracks. *Passed both Houses on 04/06/06, awaits the Governor's review.*

### WORK ZONE SAFETY

**SB-2650** - Amends the Illinois Vehicle Code. Provides that, if a county police officer writes the ticket for a speeding violation in a construction or maintenance zone that occurs on any highway other than an interstate highway, the additional fine of \$125 or \$250 shall be deposited into the county's Transportation Safety Highway Hire-back Fund (rather than into the Transportation Safety Highway Hire-back Fund in the State treasury). Provides that the Department of State Police and the local county police department have concurrent jurisdiction over any violation of the provision that occurs on an interstate highway. Provides that each county shall create a Transportation Safety Highway Hire-back Fund. Provides that the county shall use all moneys in its Transportation Safety Highway Hire-back Fund to hire off-duty county police officers to monitor construction or maintenance zones in that county on highways other than interstate highways. Also makes changes to the Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act. *Passed both Houses on 04/06/06, awaits the Governor's review.*

### MOTOR CARRIER SAFETY

**HB-0708** - Provides the intrastate agricultural industry with similar exceptions as those provided the interstate agricultural industry with regard to the hours of service requirements in the Motor Carrier Safety Regulations, i.e., how many hours a driver can operate a commercial motor vehicle before being required to stop driving for a period of time. The Congressional Act of 2005 gave exception to interstate agricultural operations operating within a 100 air mile radius from the hours of service regulations. The Congressional Act also expanded interstate agricultural operations to include other forms of agriculture, e.g., livestock. HB-0708 makes Illinois law nearly the same as the new federal law. The only variance deals with equine animals used for food or in the production of food, which will not be exempt in intrastate commerce. This bill also adds definitions of agricultural operations, agricultural commodities, farm supplies for agricultural purposes, and livestock, as used in the Illinois Motor Carrier Safety Law. *Passed both Houses on 03/15/06, awaits the Governor's review.*

**HB-4657** - Provides that the Secretary of State (SOS) may revoke or suspend the registration of a vehicle when the SOS is notified by the United States Department of Transportation that the vehicle is in violation of the Federal Motor Carrier Safety Regulations and is prohibited from operating. *Passed both Houses on 03/28/06, awaits the Governor's review.*

By Mary Roseberry, Program Support Unit Manager



**JUNE**

- 1 **WINDY CITY THUNDERBOLTS**, Crestwood, IL – minor league baseball team  
Distribute educational materials on traffic safety
- 5-19 **CLICK IT OR TICKET POST BELT SURVEYS**
- 15 **SCHAUMBURG FLYERS**, Schaumburg, IL – minor league baseball team  
Distribute education materials on traffic safety
- 16 **JOLIET JACKHAMMERS**, Joliet, IL - minor league baseball team  
Distribute education materials on traffic safety
- 25-July 8 Beginning of **FOURTH OF JULY MOBILIZATION** for DUI
- 29 **ROCKFORD RIVERHAWKS**, Rockford, IL - minor league baseball team  
Distribute education materials on traffic safety
- 30 **KANE COUNTY COUGARS**, Geneva, IL - minor league baseball team  
Distribute education materials on traffic safety

**JULY**

- June 25-  
July 8 **FOURTH OF JULY MOBILIZATION-DUI**
- 13 **PEORIA CHIEFS**, Peoria, IL - minor league baseball team  
Distribute education materials on traffic safety
- 18 **LAW ENFORCEMENT RECOGNITION BANQUET** (location to be announced)
- 20 **GATEWAY GRIZZLES**, Sauget, IL - minor league baseball team  
Distribute education materials on traffic safety
- 20 **LAW ENFORCEMENT RECOGNITION BANQUET** (location to be announced)

**AUGUST**

- 11-20 **ILLINOIS STATE FAIR**
- 12 **BUD BILLIKEN PARADE**, Chicago – distribute educational materials
- 16-Sept 4 Beginning of **YOU DRINK & DRIVE. YOU LOSE MOBILIZATION**
- 25-27 **HOT ROD SUPER NATIONALS**, Springfield – distribute educational materials
- 26-Sept 4 **DUQUOIN STATE FAIR**

**SEPTEMBER**

- 1-4 **DUQUOIN STATE FAIR**
- 1-4 **YOU DRINK & DRIVE. YOU LOSE MOBILIZATION**
- 16 **SPRINGFIELD URBAN LEAGUE'S "DOING THE RIGHT THING" DAY**  
CPS inspection, distribute educational materials, youth "buckling up" contest
- 23-28 **23-28 COMMERCIAL VEHICLE SAFETY ALLIANCE FALL WORKSHOP**, Toronto, Canada
- 29 **ROUTE 66**, distribute educational materials





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